

AMENDMENTS TO THE CLAIMS

IN THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1. (Previously Presented) A stabilizer control device for a vehicle, comprising:
a pair of stabilizer bars provided between a left wheel and a right wheel of the vehicle; and

an actuator including a reduction mechanism connected between said pair of stabilizer bars and a motor connected to the reduction mechanism for providing torsion force to said pair of stabilizer bars through the reduction mechanism;

wherein the motor and the reduction mechanism are disposed in a housing, the reduction mechanism comprises a first gear and a second gear for generating relative rotational speeds differential therebetween, the first gear and the second gear are coaxially placed adjacent to each other, opposite faces of the stabilizer bars are adjacently connected with the first gear and the second gear respectively and disposed in the reduction mechanism, and one of the pair of stabilizer bars is connected to the first gear passing through a rotor of the motor and is supported by the housing at both sides of the motor and the first gear.

2. (Original) A stabilizer control device for vehicle according to claim 1, wherein the first gear and the second gear include a pair of internal tooth gears with different

number of teeth, and a common planetary gear train is engaged with both internal tooth gears.

3. (Original) A stabilizer control device for vehicle according to claim 1, wherein the first gear and the second gear are cooperatively associated with each other.

4. (Previously Presented) A stabilizer control device for vehicle according to claim 1, wherein the motor is a brush-less motor comprising the rotor and a stator, and the one stabilizer bar is integrally attached to the first gear passing through the rotor.

5. (Previously Presented) A stabilizer control device for vehicle according to claim 4, wherein the motor and the reduction mechanism are disposed in a housing, and the other stabilizer bar is integrally attached to the housing.

6. (Cancelled)

7. (Previously Presented) A stabilizer control device for vehicle according to claim 5, wherein the other stabilizer bar is integrally attached to the housing.

8. (Previously Presented) A stabilizer control device for vehicle according to claim 5, wherein the one stabilizer bar is attached to the housing by a spline connection.

9. (Original) A stabilizer control device for vehicle according to claim 2, wherein the planetary gear train includes plural planetary gear sets.
10. (Original) A stabilizer control device for vehicle according to claim 2, wherein the planetary gear train is a multistage planetary gear.
11. (Original) A stabilizer control device for vehicle according to claim 1, wherein a rotation detection means is provided in the housing for detecting rotation of at least one of the stabilizer bars.